Ford Pickup Box Removal Guidance

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Introduction

The following information is presented in five parts for vehicle alterers who intend to remove the pickup box from certain Ford pickup trucks and install aftermarket second unit bodies on those vehicles.

Part I details those Ford pickup models that may be altered by removal of the pickup box and installation of an aftermarket second unit body and indicates where specific questions should be directed.

Part II provides information concerning the obligations and responsibilities of vehicle alterers with respect to United States and Canada Motor Vehicle Safety Standards (F/CMVSS).

Part III provides information for vehicle alterers with respect to United States and California exhaust and evaporative emissions.

Part IV provides technical guidance on body and electrical modifications that may be helpful when performing a pickup box removal.

Part V provides technical guidance on how to “reverse” a box removal and restore the vehicle to a pickup configuration.

Vehicle alterers who intend to modify vehicles, as described above, may use the information and conditions provided herein to assist them in determining whether modified vehicles comply with applicable regulatory requirements.

PART I - Models Available for Pickup Box Removal

Super Duty Pickups listed in Table 1 may be altered by removing the pickup box and installing an aftermarket Second Unit Body (SUB).

It is the responsibility of the vehicle alterer to assure compliance and certification of the altered vehicle to all applicable requirements. Specific questions concerning compliance and/or certification to safety standards, emissions and fuel economy regulations should be directed to the vehicle alterer’s legal counsel or the United States National Highway Traffic Safety Administration (FMVSS and Federal fuel economy standards and requirements), the Canada Ministry of Transport (CMVSS, emissions, and noise regulations), the Canada Department of Communications (Canadian RFI regulations), the United States Environmental Protection Agency (EPA) (United States emission requirements) or the California Air Resources Board (California emissions and fuel vapor recovery requirements), and the vehicle noise emission control authorities, if any, in the state and locality in which the vehicle is sold.

If you have technical, product-related questions concerning some aspect of the vehicle alteration, a

representative of Ford Motor Company will be happy to talk with you. Please contact your regional sales office or email the Ford Body Builder Advisory Service (BBAS) by navigating to www.fordpro.com/upfit/contact-us.

PART II - Information Concerning United States and Canada Safety Standards

The vehicle alterer is responsible for determining continued conformity of the altered vehicle with F/CMVSS under 49 C.F.R. Part 567 and pursuant to Section 9 of the Canadian Motor Vehicles Safety Regulations in Canada. As outlined in these requirements, the vehicle alterer must ascertain which F/CMVSS are affected by the alteration, and subsequently affix a label that certifies that the altered vehicle conforms to all affected safety standards. In the information that follows, Ford has endeavored to provide sufficient guidelines to the vehicle alterer for certifying that the vehicle conforms to all F/CMVSS affected by the vehicle alteration.

Federal and Canadian Motor Vehicle Safety Standards Compliance

Conformity to the following FMVSS and CMVSS are affected by removal of the pickup box and rear bumper, and installation of an aftermarket second unit body:

F/CMVSS 105 – Hydraulic and Electric Brake Systems

F/CMVSS 108 – Lamps, Reflective Devices, and Associated Equipment

F/CMVSS 111 – Rear Visibility

F/CMVSS 126(1) – Electronic Stability Control Systems

F/CMVSS 208 – Occupant Crash Protection

F/CMVSS 212(1) – Windshield Mounting

F/CMVSS 219(1) – Windshield Zone Intrusion

F/CMVSS 301(1) – Fuel System Integrity

(1) Applicable to vehicles with a GVWR of 4536 kg (10,000 lb.) or less.

In the case of a Ford pickup truck listed in Table 1, the vehicle, as altered, will continue to conform to the requirements of the previously listed safety standards provided the vehicle is altered only by the removal of the pickup box (including optional equipment attached to the pickup box) and rear bumper (optional), and the installation of an aftermarket Second Unit Body (SUB) in accordance with the following conditions:

1. The following lighting components must be designed and installed on the altered vehicle in accordance with the requirements of F/CMVSS No. 108, Lamps, Reflective Devices, and Associated Equipment:

   - Tail Lamps
   - Stop Lamps
   - License Plate Lamps
   - Back-Up Lamps
   - Rear Turn Signal Lamps
   - Rear Side Marker Lamps
   - Reflex Reflectors
   - Center High Mounted Stop Lamp (if the second unit body blocks the view of the factory installed CHMSL, an alternate CHMSL must be added)
   - Front and Rear Identification Lamps (for vehicles over 2032 mm [80 in] in width)
   - Front and Rear Clearance Lamps (for vehicles over 2032 mm [80 in] in width)

   The items of lighting equipment on the cab of the pickup truck (including wiring and power supply) must not be removed, modified, replaced, or altered. Further, the second unit body installed by the vehicle alterer must not impair the visibility and conformity to the photometric requirements of the lamps and reflective devices installed on the cab of the pickup truck.

2. FOR VEHICLES WITH GVWR OF 4546 kg (10,000 LB.) OR LESS ONLY:

   - The front end of the installed Second Unit Body must be located at least 76.2 mm [3.0 in] rearward of the rearmost point of the cab.
   - The Unloaded Vehicle Weight of the altered vehicle must not exceed the Max Vehicle UVW value in Table 1 for the vehicle configuration.

     To assist in calculating the altered vehicle UVW, vehicle base curb weights are provided in the Super Duty BBLB and weights of commonly removed components are provided below:

     Pickup Box (Fully Trimmed)
     6.75’ SRW – 83.7 kg [184.5 lb.]
     8’ SRW – 91.2 kg [201.1 lb.]
     8’ DRW – 96.8 kg [213.4 lb.]
     Rear Step Bumper – 25.6 kg [56.4 lb.]
     Spare Wheel and Tire - See Table 2
     Spare Wheel Winch – 2.5 kg [4.5 lb.]
     Jack & Tools SRW – 5.5 kg [12.1 lb.]
     Jack & Tools DRW – 9.9 kg [21.8 lb.]

   - The height of the Center of Gravity of the installed Second Unit Body must not exceed “SUB Max Vertical CG Height” value in Table 1 for the vehicle configuration. Figure 1 illustrates the SUB CG height reference location.
   - The factory installed Trailer Hitch must not be removed.
   - A rear-view camera that complies with FMVSS 111 S6.2 must be installed. See Part IV of this document for more details.

3. The Vertical Center of Gravity of the Completed Vehicle (CG_V) in any loading condition must fall between the Maximum and Minimum limits as determined by the equations in Table 1 for the vehicle configuration. It is recommended that the Vertical Center of Gravity of the completed vehicle (CGv) not exceed 48 inches from the ground in any loading condition.

NOTE:
CG Restrictions listed in this document are only intended to ensure the completed vehicle will meet applicable F/CMVSS standards. The location of vehicle CG is also a significant factor in the stability and handling of the vehicle. It is the responsibility of the vehicle alterer to ensure that the vehicle achieves acceptable stability and handling performance in all loading conditions.

4. Fuel fill components must be replaced with those listed below (available through your local Ford Dealer) and installed as specified in the Super Duty Incomplete Vehicle Manual (IVM) for Wide Frame Pickup Box Delete.
   - Fuel Fill Conversion Kit – part number
     HC3Z-9B149-E for Diesel
     LC3Z-9B149-C for Gas
   - Fuel Fill Cap may be re-used

5. Follow the guidance below if the OEM rear bumper is to be removed:

To maintain the stated towing capacity of the vehicle, the structural brackets and associated fasteners highlighted in Figure 2 must remain installed on both sides of the vehicle or be replaced with "equivalent" structure. If desired, the provided brackets may be trimmed as shown in Figure 2.

Other important information regarding second unit body (SUB) installation and compliance to safety regulations can be found in the Super Duty Incomplete Vehicle Manual (IVM). Further information that may be of use can be found in the applicable Body Builder Layout Book (BBLB) and in various SVE Bulletins, all of which are available online at www.fordpro.com/upfit/publications. Additional product related questions should be directed to the Body Builder Advisory Service at www.fordpro.com/upfit/contact-us.

Table 1 – Super Duty Models Available for Pickup Box Removal

Model	Body Style	Drive	WB mm [in]	GVWR	Completed Vehicle Vertical CG Limits (1)(2)		SUB Max Vertical CG Height (3) mm [in]	Max UVW (4) kg [lb.]	
					Maximum [in]	Minimum [in]		6.8L Gas 7.3L Gas	6.7L Diesel
F250 F350	Regular Cab	4x2 4x4	3596 [142]	4536 kg [10,000 lb.] or less	(3.85 * CG_h) - (1.43 * WB)	(3.85 * CG_h) - (2.51 * WB)	447 [17.6]	3547 [7819]	3515 [7749]
				Over 4536 kg [10,000 lb.]	(4.55 * CG_h) - (1.43 * WB)	(4.55 * CG_h) - (3.21 * WB)	N/A	3547 [7819]	3515 [7749]
	Super Cab	4x2 4x4	3759 [148]	4536 kg [10,000 lb.] or less	(3.85 * CG_h) - (1.43 * WB)	(3.85 * CG_h) - (2.51 * WB)	610 [24.0]	3547 [7819]	3905 [8608]
			4170 [164]	Over 4536 kg [10,000 lb.]	(4.55 * CG_h) - (1.43 * WB)	(4.55 * CG_h) - (3.21 * WB)	N/A	3547 [7819]	3905 [8608]
	Crew Cab	4x2 4x4	4059 [160]	4536 kg [10,000 lb.] or less	(3.85 * CG_h) - (1.43 * WB)	(3.85 * CG_h) - (2.51 * WB)	610 [24.0]	3547 [7819]	3905 [8608]
			4470 [176]	Over 4536 kg [10,000 lb.]	(4.55 * CG_h) - (1.43 * WB)	(4.55 * CG_h) - (3.21 * WB)	N/A	3547 [7819]	3905 [8608]

(1) Completed Vehicle Vertical CG (CG_v) as measured from the ground.
(2) Completed Vehicle Horizontal CG (CG_h), as measured from the Centerline of the Front Axle, and Wheelbase (WB) must be expressed in Inches when used in the equations.
(3) As measured from the top surface of the frame rail 12 – 18 inches behind the cab, see Figure 1.
(4) Values may not be exceeded for vehicles with GVWR of 10,000 lb. or less. Values are provided for vehicles over 10,000 lb. GVWR to aid in calculations regarding US EPA and CARB Emissions guidance.

Table 2 – Super Duty Spare Wheel and Tire Weights

Wheel Size	Wheel Weight kg [lb.]
17" Painted Steel (SRW)	17.1 [37.7]
18" Painted Steel	19.7 [43.4]
Tire Size	**Tire Weight kg [lb.]**
LT245/75R17	20.7 [45.6]
LT275/65R18	22.3 [49.2]
LT275/70R18	21.2 [46.7]
LT285/75R18	26.9 [59.3]

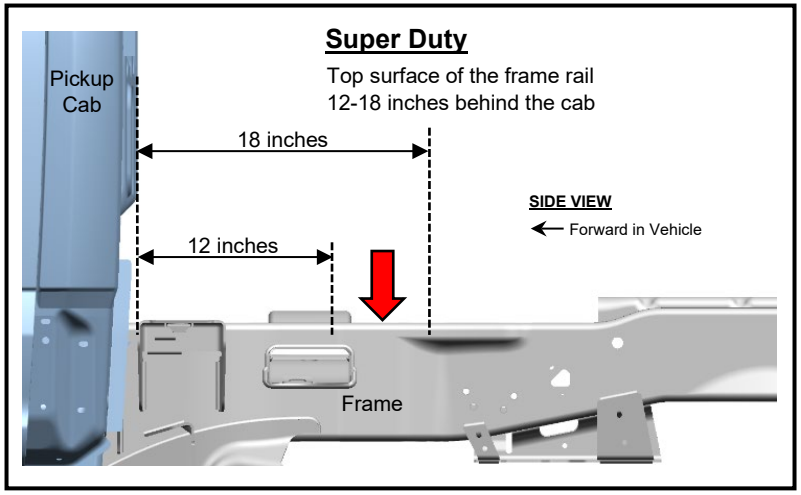


Figure 1 – SUB CG Height Reference Location

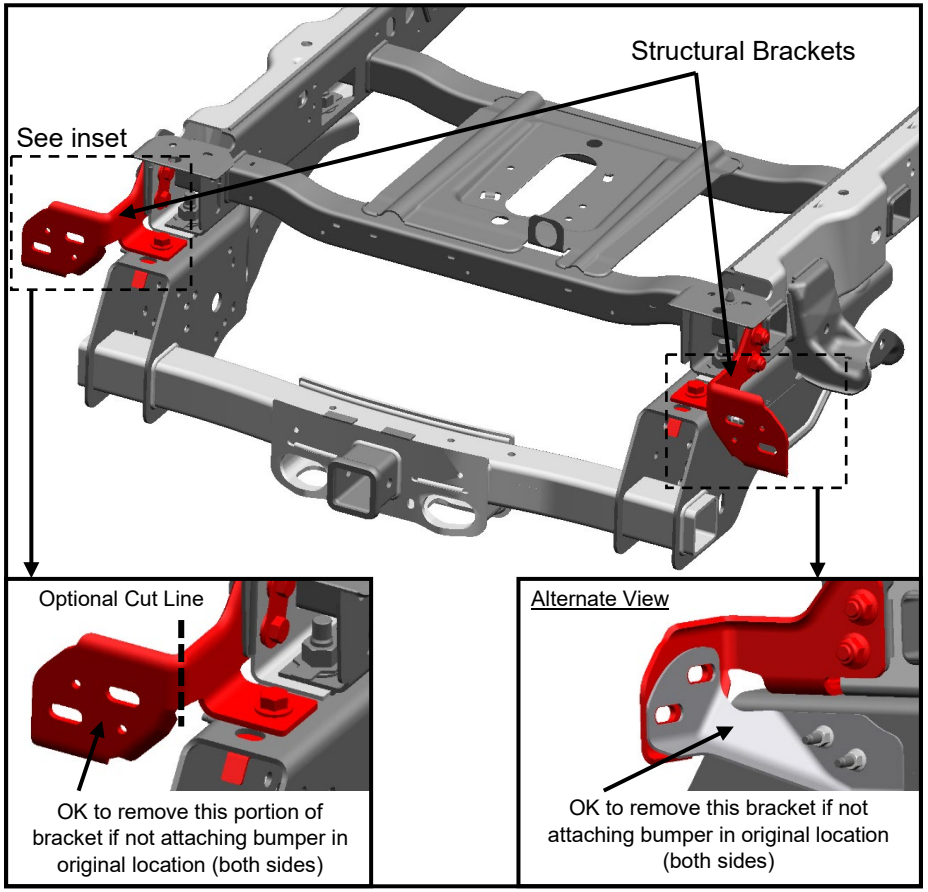

Structural Brackets
See inset
Optional Cut Line
OK to remove this portion of bracket if not attaching bumper in original location (both sides)
Alternate View
OK to remove this bracket if not attaching bumper in original location (both sides)

Figure 2 – Super Duty Structural Brackets

PART III - Information Concerning Exhaust and Evaporative Emissions Requirements

NOTE: The information herein is provided as guidance only; it is the responsibility of the vehicle alterer to assure compliance of the altered vehicle with the applicable emission requirements.

A copy of the appropriate Ford Owner's Manual and Warranty Guide must be installed in the altered pickup truck prior to sale to the ultimate purchaser to provide emissions system information and maintenance schedules.

Exhaust and Evaporative Emissions Requirements

As completed pickup trucks, Ford vehicles are certified to meet all applicable emissions requirements. For those Ford models authorized for pickup box removal, the alterer (or "secondary manufacturer") is responsible for determining continued conformity of the altered vehicle. Ford is providing the following information to assist the alterer in understanding their certification responsibilities.

Both the US Environmental Protection Agency (EPA) and California Air Resources Board (CARB) have provided guidance to secondary manufacturers on when they can rely on Ford's emissions certification and when they need to pursue their own certification. Additionally, Ford may have requirements that must be met to maintain the original vehicle certification.

A. US Environmental Protection Agency Guidance

Guidance from the US Government is based, in part, on statements made by C. N. Freed of the Environmental Protection Agency (EPA) in a letter of July 13, 1979 to M. H. McBride, legal counsel for the Recreation Vehicle Industry Association. That letter explained EPA's policy concerning alterers of complete light-duty trucks in the context of EPA's Advisory Circular No. 64 – a March 7, 1977 publication that provides guidance on the need for separate certification of vehicles modified after original manufacture, but prior to sale and delivery to the ultimate purchaser. The maximum vehicle weight (UVW) provided in Table 1 is calculated in accordance with the definition of "maximum vehicle weight" provided in the July 13, 1979 letter. The letter provides that alterers of complete light-duty trucks need not re-certify such vehicles for emission control purposes if:

1. The altered vehicles conform, in all material respects, to the design specifications in the original manufacturer's application for certification, and
2. The weight of the altered vehicle, including the weight of fuel at nominal tank capacity, is no more than 500 lb. above the "maximum vehicle weight."

The letter further states that no frontal area restrictions will apply to alterers who comply with conditions (1) and (2) above. Alterers who do not comply with these conditions will be considered "manufacturers" under the Clean Air Act and will be required to assure that the altered vehicles are certified.

Questions concerning EPA's policies, with respect to alterers of completed vehicles, should be directed to the alterer's legal counsel or the Environmental Protection Agency.

B. California Air Resources Board Guidance

Guidance from the California Air Resources Board is contained in the August 25, 2022 adopted *CALIFORNIA 2026 AND SUBSEQUENT MODEL YEAR CRITERIA POLLUTANT EXHAUST EMISSION STANDARDS AND TEST PROCEDURES FOR PASSENGER CARS, LIGHT-DUTY TRUCKS, AND MEDIUM-DUTY VEHICLES* document. To paraphrase Part I, section H, paragraph 1.2, "Scope of Certification":

The original manufacturer's emissions certification is still valid if the vehicle modifications stay within the following guidelines:

1. The vehicle alterer does not increase the vehicle's unloaded vehicle weight by more than 10% over the "maximum curb weight", does not increase the frontal area by more than 10%, or does not provide a combination increase of weight plus frontal area of more than 14%.
2. No axle ratio, tire size or tire type changes are made that would increase the drivetrain ratio by more than 5%.
3. The vehicle emissions control system is not modified.

Questions regarding these requirements should be directed to the alterer's legal counsel or the California Air Resources Board.

C. Ford Guidance

Complete Pickups with 6.8L and 7.3L engines are certified for Regular Gasoline only.

For use in calculating EPA and CARB limits:

- The Max Vehicle UVW values provided in Table 1 should be used as the US EPA "Maximum Vehicle Weight" and the CARB "Maximum Curb Weight" values when considering altering vehicles with GVWR of 4536 kb [10,000 lb.] or more.

  NOTE: Vehicles with GVWR of 4536 kg [10,000 lb.] or less will NOT maintain compliance to FMVSS standards if the Max Vehicle UVW values provided in Table 1 are exceeded (See Part II).

- The Frontal Area of an unaltered Super Duty Pickup:
  - 3.80 m^2 [40.9 ft^2] for SRW
  - 4.28 m^2 [46.1 ft^2] for DRW

  NOTE: Frontal area of the vehicle includes the cab and second unit body. See the Frontal Surface Area Worksheet in the Super Duty BBLB, which is available online at www.fordpro.com/upfit/publications, for assistance with frontal area calculation.

PART IV – Information Concerning Body and Electrical System Modifications

BOX REMOVAL WITH SUPERCAB BODY STYLE

If a Second Unit Body wider than 2032 mm [80 in] is planned, consider installing Service Kit HC3Z-2821952-B on the rear door hinges. This will limit the SuperCab rear door opening angle to 90 degrees and prevent unintentional contact between the door and the SUB.

SECOND UNIT BODY MOUNTING

For important details regarding SUB mounting for pickup box removal vehicles, see the "Second Unit Body Mounting Guidelines" section in the Super Duty BBLB, which is available online at www.fordpro.com/upfit/publications.

ELECTRICAL SYSTEM

Modifications are necessary to restore electrical function and avoid error states when the pickup box and rear bumper are removed. The available options depend on the vehicle content level, the taillamp harness used, and the configuration of the aftermarket taillamps. A flow chart is provided to help visualize the options available, see Figure 3. Almost all options require a Ford Diagnosis and Repair System (FDRS) tool to make configuration changes. Vehicle Alterers that do not have an FDRS tool can purchase the software license and check for compatible scan tool hardware here, or contact their local Ford Dealership for assistance.

For vehicle content level, guidance is based on the following definitions:

- Low Series – Vehicles without rear facing Advanced Driver Assist Systems (ADAS), with Halogen Taillamps and Analog Rear View Camera.
  - Includes XL and XLT Trim WITHOUT these options:
    - 17P - XLT Premium Package
    - 874 - 360 Degree Camera Package
- Mid Series – Vehicles with rear facing ADAS, Halogen Taillamps (LED Reverse) and Digital Rear View Camera.
  - Includes XL and XLT WITH the options listed above for Low Series
  - Includes all Lariat and King Ranch Trim
- High Series – Vehicles with rear facing ADAS, LED Taillamps and Digital Rear View Camera.
  - Includes all Platinum and Limited Trim

There are several wiring harnesses at the rear of the vehicle that need to be disconnected to remove the pickup box:

- Taillamp Harness - this harness has lighting and optional Pro Power Onboard circuits and is connected to the vehicle with 32-way (C408) and 12-way (C405) connectors at the end of the RH frame rail, see Figures 4, 5 and 6.
- Tailgate Harness - this harness has rear view camera and other circuits for tailgate function and is connected to the vehicle at the end of the LH frame rail with two 16-way connectors (C4003 and C4825) plus the Rear View Camera connector (C4002 for Analog, C465 for Digital). See Figure 7. Some Mid and High Series vehicles may also have one or two more 2-way connectors.
- If the vehicle is equipped with the 5th Wheel/Gooseneck Hitch Prep Pack, an additional harness is connected to the vehicle with 16-way (C438) and 2-way (C432) connectors below the RH frame rail. See Figure 8.

If removing the Rear Bumper, the bumper wiring harness needs to be disconnected from the vehicle at the 8-way connector (C421), and the two trailer tow connectors removed from the back of the bumper. See Figure 9.

Reconfiguration with FDRS tool

After removing the pickup box and bumper, an FDRS tool is needed to run the Pickup Bed Configuration "Remove Full Box, Bumper and Tailgate" Script (see Appendix A). This will revise the rear lighting configuration to that of the factory Box Delete and deactivate all features that require sensors installed on the Pickup Box and Bumper to operate. After running this script, it may be necessary to make additional lighting configuration changes as described in the "Lighting Circuits" section and Appendix B.

There is also a narrow pathway for Box Removal that does not require the use of an FDRS tool, see the "Non-FDRS Pathway" section for more information.

Lighting Circuits

A taillamp harness is needed to connect the taillamps on the Second Unit Body (SUB) to the vehicle wiring. For reference, the Taillamp Harness Circuits and Pinouts are provided in Figure 10 and the Taillamp Harness Connector Views are provided in Figure 11.

CAUTION! The physical installation of wiring / taillamps and reconfiguration of circuits with FDRS tool should be done in the same location to avoid driving the vehicle in a partially modified state, as the taillamps may not function properly. If the alterer does not have an FDRS tool to perform the circuit reconfiguration, a local Ford dealer may have a Mobile Service unit that could perform the FDRS updates at the alterer location.

Since the FDRS Pickup Bed Configuration "Remove Full Box, Bumper and Tailgate" script reconfigures lighting circuits like a Box Delete vehicle, it is highly recommended to use a "Box Delete" Taillamp harness to complete the wiring for the rear lighting, but other options are available.

- "Box Delete" Taillamp Harness – Purchase one of the available Box Delete service parts (See Figure 12, Taillamp Level = "BD" for Pickup Box Delete). It is best to select a harness that has only the circuits you are planning to use on the altered vehicle. These taillamp harnesses offer the best compatibility with aftermarket combined stop/turn lamps and the Ford analog rear view camera kit (Low series only). If LED lamps are used, use the FDRS tool to also disable bulb outage detection, see Appendix B for details. Figure 13 shows the layout of the Box Delete Taillamp harness with connector numbers and locations. The wiring and taillamp connectors (C422 & C423) of this harness are designed for combined stop/turn taillamp function using circuits CLS23 and CLS27.
- "Pickup" Taillamp Harness – A new Pickup Taillamp service part can be purchased (see below) or the Taillamp harness from the pickup box may be

removed and reused (Low and Mid Series vehicle only! High Series taillamp harnesses do not have reverse lamp circuits). Using a pickup taillamp harness allows reuse of parts and supports use of DRW Park lamp circuits (if desired, DRW pickups only). Reference Figures 4 and 5 for pickup taillamp harness connector numbers and locations.

- If buying a service harness, choose one of the Low Series pickup harnesses based on the planned circuit utilization, see Figure 12 for a list of available service parts (Taillamp Level = "L" for Pickup Low Series, which should also be used for Mid and High Series vehicles). It is best to select a harness that has only the circuits you are planning to use on the altered vehicle.
- Whether reusing or buying a new harness, unused connectors will need delete caps, or the connectors removed and all unused wires sealed with heat shrink caps.
- The existing taillamp connectors need to be replaced or adapted to be compatible with the taillamps planned for the altered vehicle.
- Combined Stop/Turn Lamps - Use circuits CLS78 and CLS79 for LH and RH Stop/Turn for the replacement taillamps. An FDRS tool is needed to reconfigure the lighting circuits and deactivate bulb outage detection (if using LED lamps). See Appendix B for details.
- Separate Stop and Turn Lamps – Use circuits CLS51 and CLS53 for LH and RH Stop Lamps and CLS78 and CLS79 for LH and RH Turn Lamps. An FDRS tool is needed to reconfigure the lighting circuits and deactivate bulb outage detection (if using LED lamps). See Appendix B for details.

- "Custom" Taillamp Harness - A custom harness can be fabricated with the preferred taillamp connectors and other desired circuits using a 32-way connector (C408) that is purchased through an electronic component distributor (Sumitomo 6181-7505).
  - Combined Stop/Turn Lamps – Use the same lighting circuits as the Box Delete Taillamp harness (CLS23 and CLS 27 for LH and RH Stop/Turn), the FDRS Pickup Bed Configuration Application will configure the vehicle for this arrangement. If LED lamps are used, use the FDRS tool to also disable bulb outage detection, see Appendix B for details.
  - Separate Stop and Turn Lamps - Use Circuits CLS23 and CLS27 for LH and RH Turn Lamps and the CLS78 and CLS79 for LH and RH Stop Lamps. An FDRS tool will be needed to reconfigure the lighting circuits and deactivate bulb outage detection (if using LED lamps). See Appendix B for details.
  - For Low Series vehicles, analog camera circuits can also be built into the harness like the Ford Box Delete harness.

Note: The Pickup Bed Configuration App will deactivate the LED Box Lighting feature if the vehicle is equipped.

<u>Rear View Camera</u>

NOTE: It is not recommended to reuse the rear view camera from the tailgate as it has guidance lines that are calibrated to the pickup camera location/orientation. The guidance lines cannot be turned off and may not be accurate when the camera is placed in a different position.

CAUTION! For vehicles with GVWR 10,000 lbs. or less, the vehicle alterer must verify the new or modified rear view camera system meets FMVSS 111 Section 6.2.

The treatment of the Rear View Camera depends on the vehicle content level.

- Low Series (Analog Camera) - An analog rear view camera should be installed in the SUB, Ford camera kit JC3Z-19G490-H (camera and 20 ft harness) can be purchased for this purpose. See the Super Duty BBLB "Rear-View Camera Prep Kit" for the proposed camera mounting zone.
  - If using the Box Delete taillamp harness, the kit will connect directly to the 1x6 connector on the harness (C4005), see Figure 13.
  - If using a Low Series pickup taillamp harness, the 1x6 connector that comes with the kit will not plug directly into the 2x3 connector on the vehicle (C4002), see Figure 7. There are several options available to make the connection:
    - Remove the Tailgate harness from the pickup box and reuse it to make the camera connection.
    - Purchase jumper harness PC3Z-14B242-FA which will mate to the vehicle 2x3 and kit 1x6 connectors.
    - Purchase Pigtail Kit 3U2Z-14S411-FEAB for the 2x3 connector and remove the 1x6 connector from the kit harness. Splice the 2x3 connector onto the camera kit wiring harness using the methods described in the "Electrical Wiring – Splice/Repair" section of the General BBLB.
    - Remove the 2x3 connector from the existing tailgate harness and the 1x6 connector from the kit harness. Splice the 2x3 connector onto the camera kit wiring harness using the methods described in the "Electrical Wiring – Splice/Repair" section of the General BBLB.
    - Purchase a 2x3 shell (Molex 33472-0734) (alternate 33742-0701, a blunt cut circuit will be needed to seal the open cavity) or obtain a 2x3 connector from various methods above and de-pin it. Remove the pins from the 1x6 kit harness connector and insert into 2x3 connector shell in the same pin number location.

  See Figure 14 for Analog Rear View Camera Circuits and Pinouts.
- Mid and High Series (Digital camera) - A rear view camera should be installed in the SUB, however Ford does not offer a compatible kit without guidance lines for vehicles with digital camera. Options include:
  - An aftermarket digital camera may be available to connect to the vehicle.
    - Use Aptiv 35026651 Female Coax connector on the camera wiring and plug directly into connector C465 at the back of the LH frame rail, see RH inset in Figure 7. See Figure 15 for the Digital Rear View Camera Circuit and Pinout information.
    - Mid and High Series vehicles use the video feed from the digital rear view camera to produce the 360 degree view in addition to the standard backup camera view. The quality of "stitching" between the rear and side camera

images in the 360 degree view will vary depending on the chosen location and orientation of the rear camera. The closer to the OE location and orientation, the more harmonious the stitched image will be.
  - An aftermarket stand-alone rear view camera/monitor system may be used.

Advanced Driver Assist System (ADAS) Features

Mid and High Series vehicles have sensors in the taillamps and bumper that are needed to operate many Advanced Driver Assist System (ADAS) features. The FDRS Pickup Bed Configuration Application will deactivate the applicable ADAS features to avoid warning/error messages and minimize Diagnostic Trouble Codes (DTCs) when the box and bumper are removed. These features include (if equipped):

- Blind Spot Information System
- Cross Traffic Alert
- Exit Warning
- Blind Spot Assist
- Rear Park Aid
- Reverse Brake Assist
- Front Park Aid
- Front Brake Assist
- Pro Trailer Hitch Assist
- Pro Trailer Backup Assist

The FDRS "Remove Full Box, Bumper and Tailgate" script is designed to deactivate ALL the features listed above (if equipped), it is not feasible to preserve some features and deactivate others (e.g. the Rear Park Aid feature is not supported for box removal even if the rear bumper and ultrasonic sensors remain connected to the vehicle).

CAUTION! Once deactivated, these features will not be available to the vehicle user and there will be no warning that the features are not operational. It is recommended that the vehicle alterer communicate this note of caution to their customer.

CAUTION! If a digital rear view camera is reconnected to the vehicle electrical system, the "Remove Full Box, Bumper and Tailgate" script MUST be run to deactivate the Driver Assist features listed above. Otherwise, the listed features may not work as expected, potentially causing injury or property damage.

NOTE: The Trailer BLIS feature will not be operational after the taillamps are removed from the vehicle, even if the BLIS feature has not been deactivated by the Pickup Bed Configuration App.

Power Tailgate Feature

Some Mid Series (King Ranch) and all High Series vehicles have the Power Tailgate feature. The FDRS Pickup Bed Configuration Application will deactivate all associated features to avoid warning/error messages and Diagnostic Trouble Codes (DTCs).

Non-FDRS Pathway

There is a narrow pathway for Pickup Box Removal that does not require an FDRS tool. This path requires:

- Low Series Vehicle Only
- Use of Low Series Pickup Taillamp wiring harness
- Use of taillamps with combined Stop/Turn function
- If the vehicle has Pro Power Onboard, an auxiliary outlet must be installed in the Second Unit Body.

Note that the vehicle has two sets of rear stop/turn circuits. Circuits CLS78 & CLS79 (in C408) should be used for the replacement taillamps, circuits CLS51 & CLS53 (in C405) will be unused. For this execution, circuits CLS51 & CLS53 need to have resistors installed between them and a chassis ground, and if using LED lamps, circuits CLS78 & CLS79 will also need to have a parallel resistor added to prevent "fast flash". The resistor values should be chosen so that each circuit will output a ***minimum*** of 120mA (approximate total resistance between 6-130 Ω). *(Reference for Chassis Cab: minimum current draw of 920mA, approximate total resistance between 6-15Ω).*

Pro Power Onboard

If the vehicle is equipped with the Pro Power Onboard (PPO) feature and an auxiliary outlet is planned to be installed in the SUB:

- The auxiliary outlet can be removed from the pickup bed and relocated in the SUB, reconnecting directly to the Box Delete or Pickup taillamp harness. If necessary, an 18 ft extension harness PC3Z-14A411-C is available through service to assist placing the outlet where desired.
- A PPO auxiliary outlet kit PC3Z-15A416-C (includes the duplex outlet and 18 ft harness) can also be purchased through service and connected to the taillamp harness.
- Please see the Super Duty BBLB for more information on Pro Power Onboard outlet location and other important information.

If the vehicle is equipped with the PPO feature and an auxiliary outlet is NOT installed in the SUB:

- No reconfiguration is necessary. A message will pop up in the cluster for three key cycles indicating that the auxiliary outlet is not detected. On the 4th key cycle, there will be no popup message and the PPO system will resume normal function using only the front (cab) outlet.
- Delete caps may be required depending on the taillamp harness used:
  - If using a box delete harness with PPO circuits, the PPO Connectors (C4629A & B) will be unused but are supplied with delete caps already installed.
  - If using a Pickup taillamp harness with PPO circuits, the PPO Connectors (C4629A & B) will need to be sealed with delete caps (Yazaki 7288-3029-10 Connector and 7158-3080-60 4 position plug for C4629A, Molex 33472-4031 for C4629B). Alternatively, the PPO connectors may be removed from the taillamp harness, and the wires sealed with heat shrink caps.
  - If using a Box Delete or Pickup taillamp harness without PPO circuits, no delete caps are needed.

Finishing Unused Connectors

IMPORTANT! The two unused 16-way vehicle connectors (C4825 and C4003) for the Tailgate Harness need to be coupled together with the jumper harness from the "Tailgate Delete Cap Kit", see Figure 16 for part identification. This kit can be obtained from your local Ford Dealer at no charge. If misplaced, a new kit can be purchased through service (PC3Z-13A576-A). Delete caps for the analog and digital camera connectors (C4002 and C465) are also provided in the kit in case they are needed. See Figure 7 for connector locations.

If using a Box Delete or Custom taillamp harness, the unused 12-way vehicle connector (C405) will need a delete cap. Delete caps can be purchased separately (Aptiv 35096259 – all cavities blocked, or Aptiv 15532138 – all cavities open, must have seals installed) or use service pigtail WPT-1815 (Part # PU2Z-14S411-BJA) with the leads sealed with heat shrink caps. See Figure 4 for connector locations.

If the bumper is removed, the bumper harness connector (C421) can be used to access license plate lamp circuits or otherwise must be capped. Use pigtail WPT-1823 (Part # PU2Z-14S411-BGA) with the unused leads sealed with heat shrink caps. See Figure 9 for connector locations.

If the vehicle is equipped with the 5th Wheel/Gooseneck Hitch Prep Pack, a suitable harness and outlet must be installed, or the 18-way (C438) and 2-way connectors (C432) need to have delete caps installed. For the 16-way, a Molex 34985 Pol B with all cavities sealed can be installed or use service pigtail WPT-1092 (Part # AU2Z-14S411-AKA) with the leads sealed with heat shrink caps. For the 2-way a Yazaki 7286-9860-10 plus 2 cavity plugs 7158-3080-60 can be installed or use service pigtail WPT-1698 (Part # 8U2Z-14S411-PB) with the leads sealed with heat shrink caps. See Figure 8 for connector locations.

Final Evaluation

Once installation of the SUB is complete (including lighting, rear view camera and reconfiguration of features) check the vehicle for proper function and Diagnostic Trouble Codes (DTCs). If not functioning as expected, or unexpected DTCs are present (see note below), review the FDRS reconfiguration instructions and if necessary, follow the applicable service procedures to resolve. Service Info is available by subscription via the Motorcraft website: www.motorcraftservice.com

NOTE: On Mid and High Series vehicles, some DTCs may be present despite the deactivation of all applicable ADAS features, some examples are provided below:

- Lost Communication with Rear Gate Module
- Tailgate Park Assist Sensor Module - No Signal
- Enhanced Exterior Lighting System - Bus Signal / Message Failure
- Lost Communication With ECM/PCM
- Invalid Data Received from Image Processing Module

There may also be a popup warning and/or telltale illuminated in the instrument cluster (regarding Lane Departure Warning or Pre-Collision Assist, as examples) that should turn off after the vehicle is driven and the affected systems re-calibrate.

PART V – Information Concerning Restoring a Box Removal Vehicle to a Pickup Configuration

A Pickup Box Removal vehicle can be reverted to a Pickup with the reinstallation of a compatible Pickup Box (including Wiring, Tailgate and Taillamps) and Bumper. Ideally, the replacement Box and Bumper would be the original equipment from the pickup. Due to significant differences between vehicles of varying content levels and changes over model years, if the original equipment is not used, the vehicle, pickup box and bumper must meet the following to ensure compatibility:

- Vehicle, Box and Bumper are from the same content level (as defined in Appendix C)
- Vehicle, Box and Bumper are from the same model year

If the installed box and bumper are not the same as the originally installed equipment, features may be unavailable or degraded, and error messages and/or DTCs may be present. Support is not available from Ford to resolve issues resulting from mismatch in model year and/or feature content. In general, support for reversing a box removal is limited to what is provided in this document, Ford BBAS does not have additional information to share.

An FDRS tool is needed to make configuration changes, unless the box removal followed the "Non-FDRS Pathway".

Appendix C provides support identifying the content level and model year of the vehicle, pickup box and bumper, and provides basic process information including use of the FDRS tool. The details of this guidance are applicable to 2026MY Super Duty pickups only.

Change Control

2026MY Initial Release (4-Mar-25) – Changes from 2025MY Initial Release:

- Revised title of CARB guidance document for 2026MY in Section III Part B (page 5)
- 6.8L engine in complete pickups are no longer certified for Flex Fuel, statement in Section III Part C modified to reflect this (page 5)
- Updated Part IV to include information from SVE Bulletin Q-356R10 with information not relevant to 2026MY removed (pages 6 - 9)
  - For 2026MY, STX Appearance Package for XL Trim no longer contains digital rear view camera or rear facing ADAS features
- Added Appendix C (pages 17 – 20)

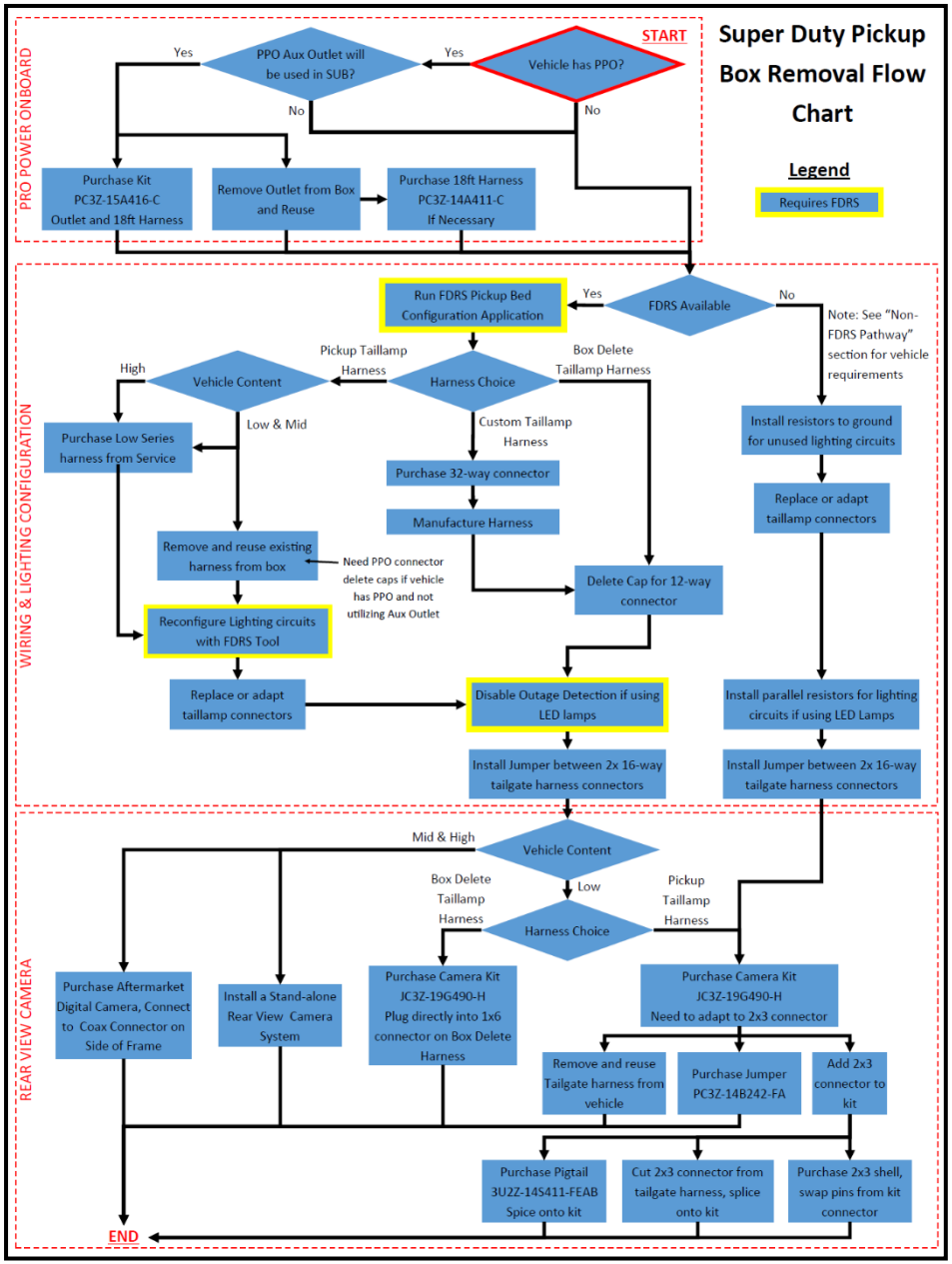

Super Duty Pickup Box Removal Flow Chart
START
PRO POWER ONBOARD
PPO Aux Outlet will be used in SUB?
Vehicle has PPO?
Yes
No
Purchase Kit PC3Z-15A416-C Outlet and 18ft Harness
Remove Outlet from Box and Reuse
Purchase 18ft Harness PC3Z-14A411-C If Necessary
Legend
Requires FDRS
WIRING & LIGHTING CONFIGURATION
Run FDRS Pickup Bed Configuration Application
FDRS Available
Note: See "Non-FDRS Pathway" section for vehicle requirements
Harness Choice
Pickup Taillamp Harness
Box Delete Taillamp Harness
Vehicle Content
High
Low & Mid
Custom Taillamp Harness
Purchase Low Series harness from Service
Purchase 32-way connector
Manufacture Harness
Install resistors to ground for unused lighting circuits
Replace or adapt taillamp connectors
Remove and reuse existing harness from box
Need PPO connector delete caps if vehicle has PPO and not utilizing Aux Outlet
Delete Cap for 12-way connector
Reconfigure Lighting circuits with FDRS Tool
Replace or adapt taillamp connectors
Disable Outage Detection if using LED lamps
Install parallel resistors for lighting circuits if using LED Lamps
Install Jumper between 2x 16-way tailgate harness connectors
Install Jumper between 2x 16-way tailgate harness connectors
REAR VIEW CAMERA
Vehicle Content
Mid & High
Low
Harness Choice
Box Delete Taillamp Harness
Pickup Taillamp Harness
Purchase Aftermarket Digital Camera, Connect to Coax Connector on Side of Frame
Install a Stand-alone Rear View Camera System
Purchase Camera Kit JC3Z-19G490-H Plug directly into 1x6 connector on Box Delete Harness
Purchase Camera Kit JC3Z-19G490-H Need to adapt to 2x3 connector
Remove and reuse Tailgate harness from vehicle
Purchase Jumper PC3Z-14B242-FA
Add 2x3 connector to kit
Purchase Pigtail 3U2Z-14S411-FEAB Spice onto kit
Cut 2x3 connector from tailgate harness, splice onto kit
Purchase 2x3 shell, swap pins from kit connector
END

Figure 3 – Pickup Box Removal Flow Chart

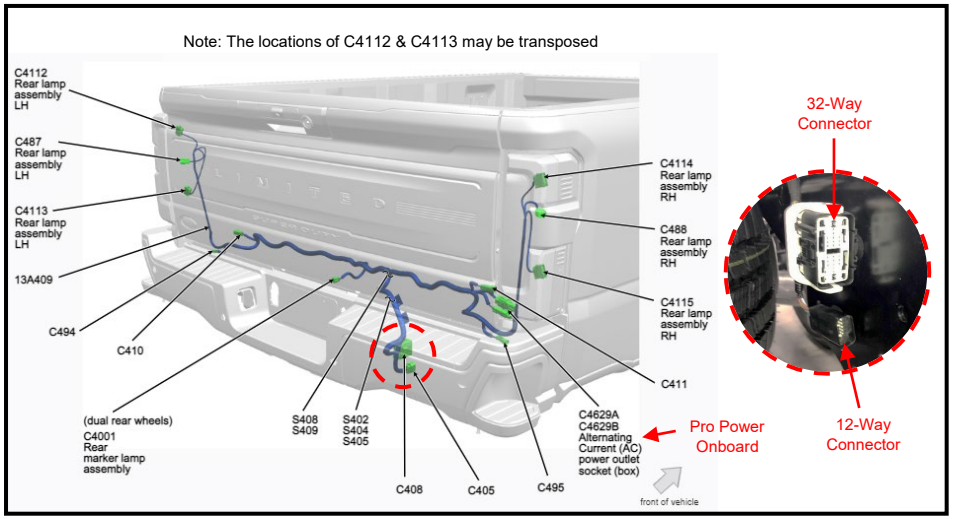


Figure 4 – Taillamp Harness – Pickup Low Series

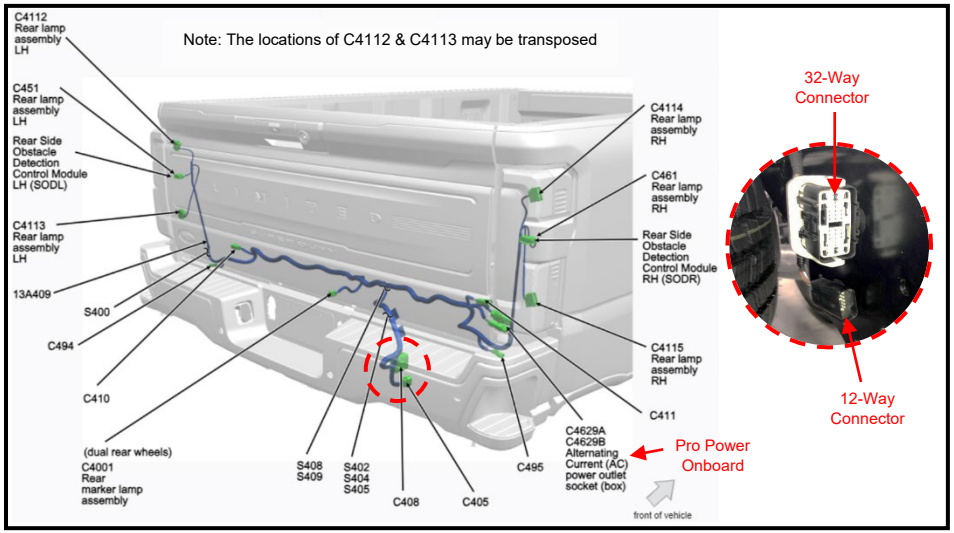


Figure 5 – Taillamp Harness – Pickup Mid Series

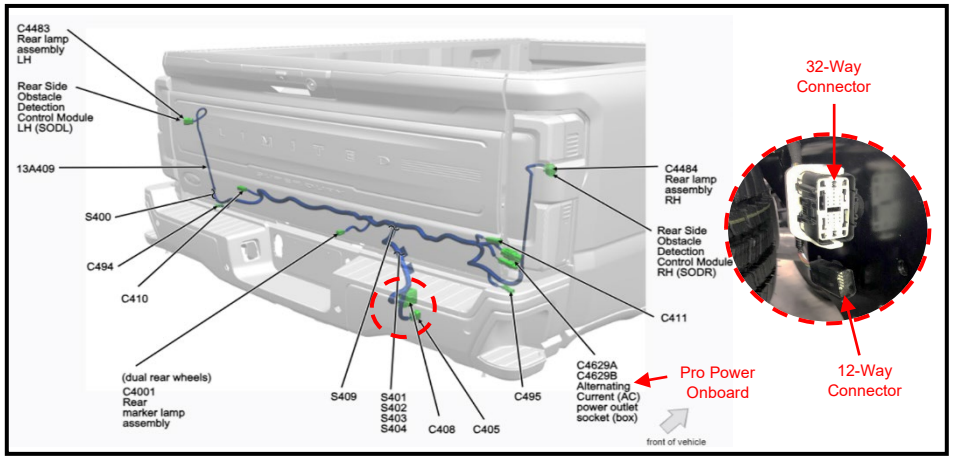


Figure 6 – Taillamp Harness – Pickup High Series

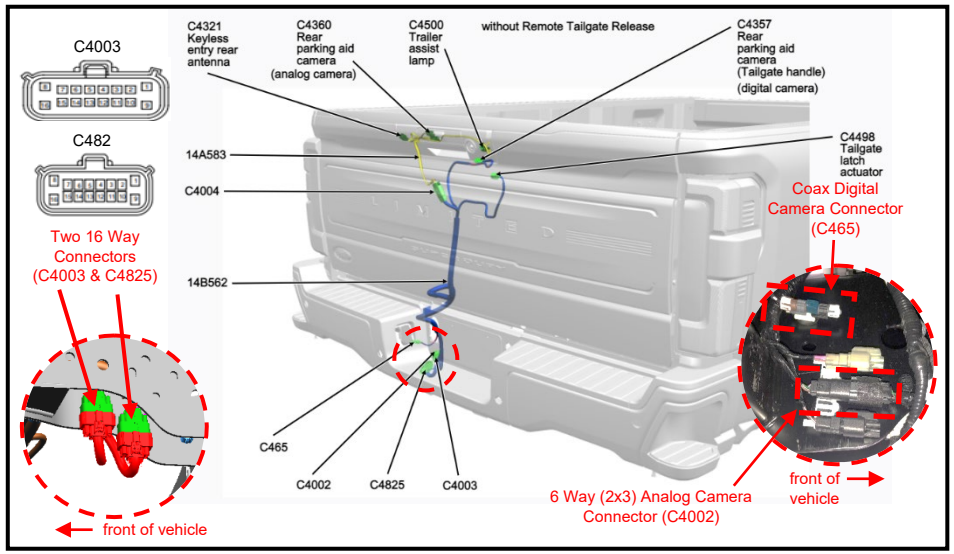


Figure 7 – Tailgate Harness (Low Series Shown)

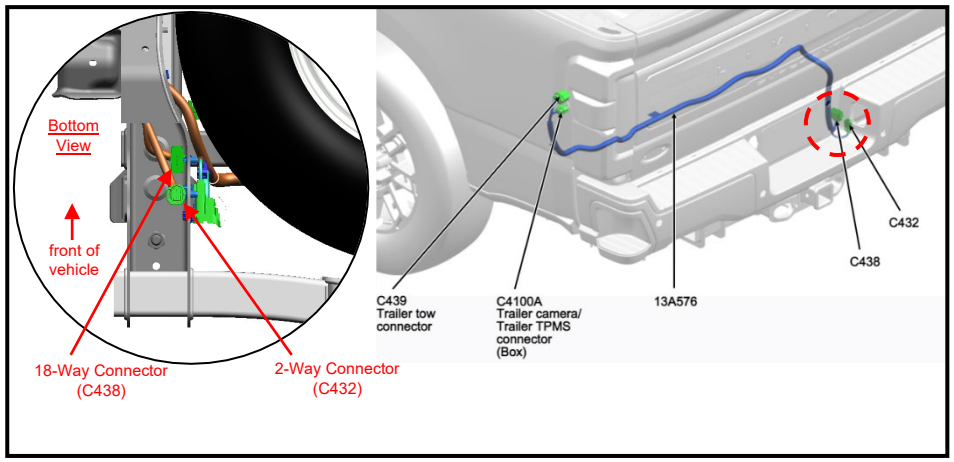


Figure 8 – 5th Wheel/Gooseneck Trailer Tow Harness (optional)

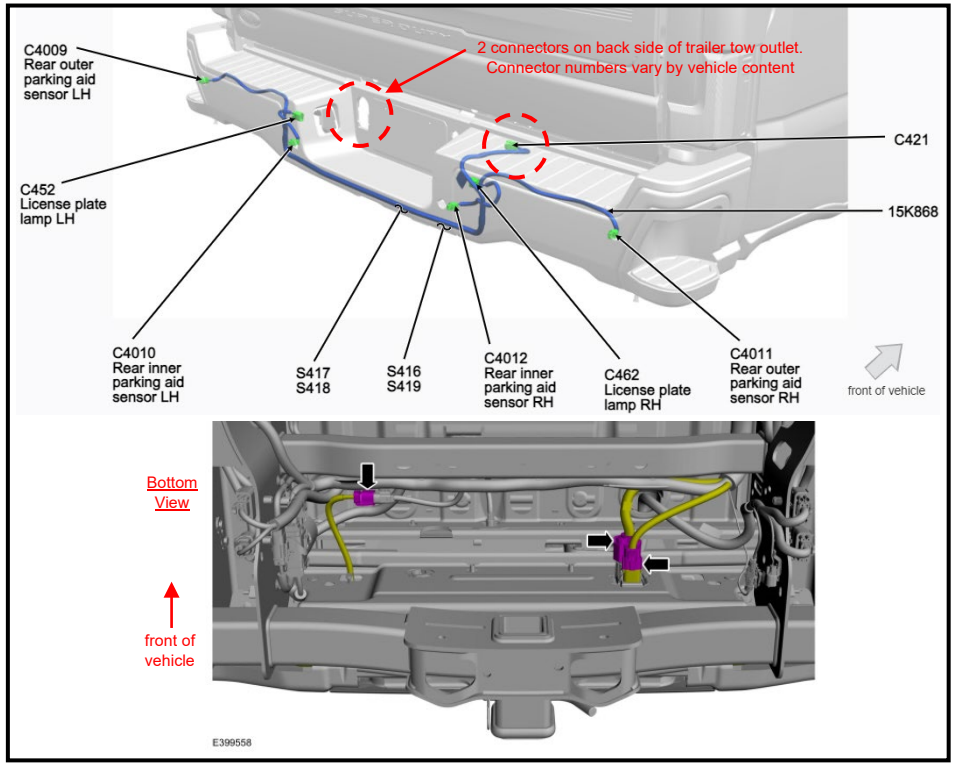


Figure 9 – Bumper Harness (Mid / High Series Shown)

Connector (to vehicle)	Pin #	Wire Color	Circuit Name	Description / Comments	Box Delete Connector (to comp.)	Box Delete Pin #	Box Delete Wire Color	Pickup Low Series Connector (to comp.)	Pickup Low Series Pin #	Pickup Low Series Wire Color	Pickup Mid Series Connector (to comp.)	Pickup Mid Series Pin #	Pickup Mid Series Wire Color	Pickup High Series Connector (to comp.)	Pickup High Series Pin #	Pickup High Series Wire Color
C408	1	OG/GN	HYA12	PPO Outlet Neutral	C4629A	3	OG/GN	C4629A	3	OG/GN	C4629A	3	OG/GN	C4629A	3	OG/GN
	2	OG	HYA10	PPO Outlet Power	C4629A	1	OG	C4629A	1	OG	C4629A	1	OG	C4629A	1	OG
	3	BU/GN BU/BN	RMF17	RH BLIS Radar Ground	-	-	-	-	-	-	C461	2	BU/GN	C4483 C4484	5 5	BU/BN
	4	GY/BU	VYA21	PPO Outlet LIN Bus	C4629B	3	GY/BU	C4629B	3	GY/BU	C4629B	3	GY/BU	C4629B	3	GY/BU
	5	VT/GN	TBB05	PPO Inverter Enable	C4629B	1	VT/GN	C4629B	1	VT/GN	C4629B	1	VT/GN	C4629B	1	VT/GN
	6	GY GY/YE	CLS23	Left Rear Turn. Configured as: - Turn for PU High - Stop/Turn for PU Box Delete	C423	4	GY/YE	-	-	-	-	-	-	C4483	1	GY
	7	WH	CLS81	Pickup Box Work Lamp (Lighting Pack)	-	-	-	C410 C411	1 1	WH WH	C410 C411	1 1	WH WH	C410 C411	1 1	WH WH
	8	BU/GY	CLS05	Park Lamps (DRW)	-	-	-	C494 C495 C4001	1 1 1	BU/WH BU/WH BU/WH	C494 C495 C4001	1 1 1	BU/WH BU/WH BU/WH	C494 C495 C4001	1 1 1	BU/WH BU/WH BU/WH
	9	GN	CLS10	Reverse (Common LH & RH)	C422 C423	1 1	GN/WH GN/WH	C487 C488	3 3	GN/WH GN/WH	C451 C461	6 6	GN/WH GN/WH	-	-	-
	10	-	-	not used	-	-	-	-	-	-	-	-	-	-	-	-
	11	-	-	not used	-	-	-	-	-	-	-	-	-	-	-	-
	12	-	-	not used	-	-	-	-	-	-	-	-	-	-	-	-
	13	-	-	not used	-	-	-	-	-	-	-	-	-	-	-	-
	14	BN	RYA21	PPO Outlet LIN Bus Return	C4629B	2	BN	C4629B	2	BN	C4629B	2	BN	C4629B	2	BN
	15	YE/GN	VMF13	BLIS Radar CAN Bus Low	-	-	-	-	-	-	C461	4	YE/GN	C4484	12	YE/GN
	16	GN	VMF12	BLIS Radar CAN Bus High	-	-	-	-	-	-	C461	3	GN	C4484	6	GN
	17	YE	VDN14	Autolamp LIN Bus	-	-	-	-	-	-	-	-	-	C4483 C4484	8 8	YE/GN YE/GN
	18	YE/VT	CLS79	Flexible 6. Configured as: - RR Stop/Turn for PU Low & Mid	-	-	-	C4115	3	YE/VT	C4115	3	YE/VT	-	-	-
	19	GN/BN	CPL22	Liftgate Lock (Lighting Pack)	-	-	-	C410	2	GN/BN	C410	2	GN/BN	C410	2	GN/BN
	20	GN/WH GN	CLS78	Flexible 5. Configured as: - LR Stop/Turn for PU Low & Mid - Power for LIN Reverse on PU High	-	-	-	C4113	3	GN/WH	C4113	3	GN/WH	C4483 C4484	4 4	GN GN
	21	GN GN/OG	CLS27	Right Rear Turn. Configured as: - RR Turn for PU High - RR Stop/Turn for PU Box Delete	C422	4	GN/OG	-	-	-	-	-	-	C4484	1	GN
	22	-	-	not used	-	-	-	-	-	-	-	-	-	-	-	-
	23	BK/BU	GD476	Ground C494/C495/C4001 - DRW C410/C411 - Lighting Pack	C422 C423	2 2	BK/WH BK/WH	C487 C488 C4112 C4113 C4114 C4115 C494 C495 C410 C411 C4001	1 1 1 1 1 1 2 2 3 2 2	BK/WH BK/WH BK/WH BK/WH BK/WH BK/WH BK/WH BK/WH BK/WH BK/WH BK/WH	C451 C461 C4112 C4113 C4114 C4115 C494 C495 C410 C411 C4001	7 7 1 1 1 1 2 2 3 2 2	BK/WH BK/WH BK/WH BK/WH BK/WH BK/WH BK/WH BK/WH BK/WH BK/WH BK/WH	C494 C495 C410 C411 C4001 C4483 C4484	2 2 3 2 2 3 3	BK/WH BK/WH BK/WH BK/WH BK/WH BK/GN BK/GN
	24	GY/YE	RYA09	PPO Outlet Ground	C4629A	2	GY/YE	C4629A	2	GY/YE	C4629A	2	GY/YE	C4629A	2	GY/YE
	25	BK	GD476	Ground				C410	4	BK	C410	4	BK	C410	4	BK
	26	-	-	not used	-	-	-	-	-	-	-	-	-	-	-	-
	27	-	-	not used	-	-	-	-	-	-	-	-	-	-	-	-
	28	BU/GN	CLS77	Park Lamps										C4484	10	BU/GN
	29	BU/WH BU/BN	CLS77	Park Lamps	C422 C423	3 3	BU/WH BU/WH	C4112 C4113 C4114 C4115	2 2 2 2	BU/WH BU/WH BU/WH BU/WH	C4112 C4113 C4114 C4115	2 2 2 2	BU/WH BU/WH BU/WH BU/WH	C4483	10	BU/BN
	30	VT/BN	CYA18	PPO Outlet Mode Control	C4629B	4	VT/BN	C4629B	4	VT/BN	C4629B	4	VT/BN	C4629B	4	VT/BN
	31	-	-	not used	-	-	-	-	-	-	-	-	-	-	-	-
	32	-	-	not used	-	-	-	-	-	-	-	-	-	-	-	-
C405	1	-	-	not used	-	-	-	-	-	-	-	-	-	-	-	-
	2	-	-	not used	-	-	-	-	-	-	-	-	-	-	-	-
	3	WH WT/GN	CLS51	Left Rear Stop. Configured as: - LR Stop/Turn for PU Low & Mid - LR Stop for PU High	-	-	-	C4112	3	WH	C4112	3	WH	C4483	2	WH/GN
	4	BU/WH	CLS54	Right Rear Turn Outage	-	-	-	-	-	-	-	-	-	C4484	11	BU/WH
	5	GN/WH	CLS55	Left Rear Turn Outage	-	-	-	-	-	-	-	-	-	C4483	11	GN/WH
	6	YE/GN YE	CMF16	LH BLIS Radar Power	-	-	-	-	-	-	C451	1	YE/GN	C4483	7	YE
	7	VT-GY	RMF16	LH BLIS Radar Ground	-	-	-	-	-	-	C451 C451	2 5	VT/GY VT/GY	C4483 C4483	5 9	VT/GY VT/GY
	8	YE YE/GN	VMF13	BLIS Radar CAN Bus Low	-	-	-	-	-	-	C451	4	YE	C4483	12	YE/GN
	9	GN	VMF12	BLIS Radar CAN Bus High	-	-	-	-	-	-	C451	3	GN	C4483	6	GN
	10	VT/GN VT/GY	CMF17	RH BLIS Radar Power	-	-	-	-	-	-	C461	1	VT/GN	C4484	7	VT/GY
	11	GY/YE GY/VT	CLS53	Right Rear Stop. Configured as: - RR Stop/Turn for PU Low & Mid - RR Stop for PU High	-	-	-	C4114	3	GY/YE	C4114	3	GY/YE	C4484	2	GY/VT
	12	-	-	not used	-	-	-	-	-	-	-	-	-	-	-	-
C4002 (2x3)	1	BN/WH	CBB51	Camera Power	C4005	1	BN/WH	-	-	-	-	-	-	-	-	-
	2	GN	VMP43	Camera Video Out +	C4005	2	GN	-	-	-	-	-	-	-	-	-
	3	VT/GN	VMP44	Camera Video Out -	C4005	3	VT/GN	-	-	-	-	-	-	-	-	-
	4	BK/YE	DMP43	Camera Video Out D	C4005	4	BK/YE	-	-	-	-	-	-	-	-	-
	5	-	-	not used	C4005	5	-	-	-	-	-	-	-	-	-	-
	6	VT/GY	VDN04	Camera LIN Bus	C4005	6	VT/GY	-	-	-	-	-	-	-	-	-

Figure 10 – Taillamp Harness Circuits and Pinouts

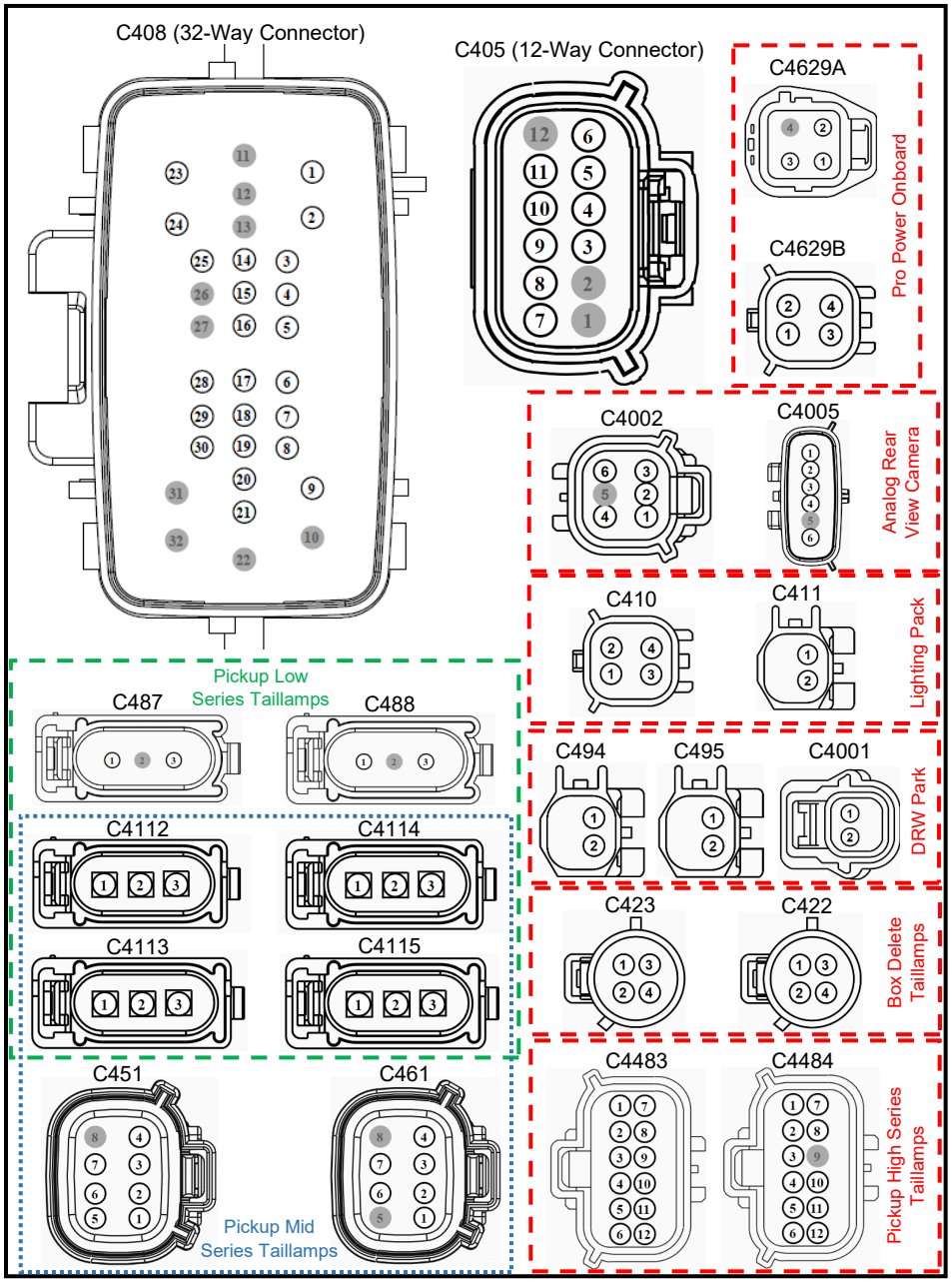


Figure 11 – Taillamp Harness Connector Views

Service Part Number	Pro Power Onboard	DRW Park Lamps	Taillamp Level L = Pickup Low Series BD = Box Delete
PC3Z-13A409-A			BD
RC3Z-13A409-B	X		BD
PC3Z-13A409-BNA	X	X	L
PC3Z-13A409-BKA	X		L
PC3Z-13A409-NA		X	L
PC3Z-13A409-KA			L

Figure 12 – Service Parts for Taillamp Harness

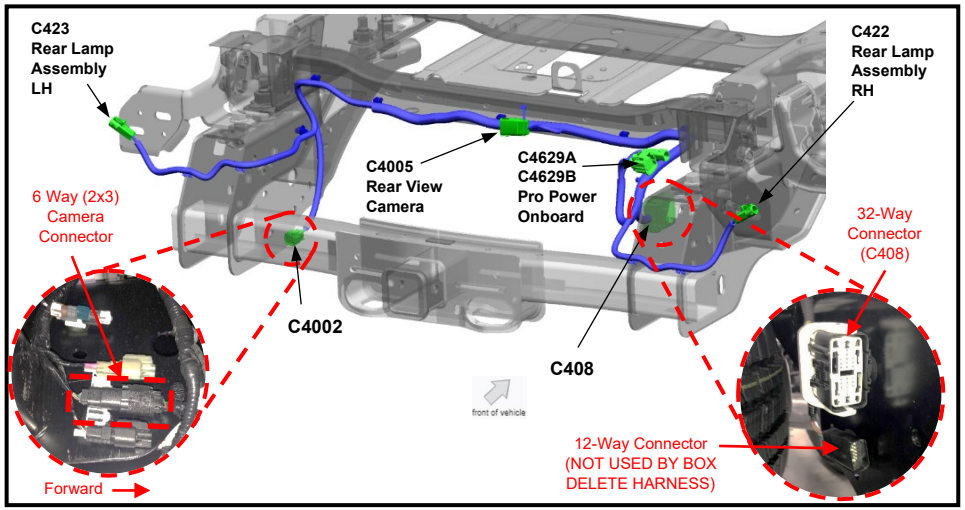


Figure 13 – Taillamp Harness – Box Delete

Analog Camera for Box Removal (using 19G490 kit)							
Connector (to vehicle)	Pin #	Wire Color	Connector (to camera)	Pin #	Wire Color	Circuit Name	Description
C4002 (2x3)	1	BN/WH	C4005 (1x6) On Kit Harness	1	BN	CBB51	Power
	2	GN		2	GN/BU	VMP43	Video Out +
	3	VT/GN		3	VT/GY	VMP44	Video Out -
	4	BK/YE		4	BK	DMP43	Video Out D
	5	*		5	*	*	not used
	6	VT/GY		6	VT/WH	VDN04	LIN Bus

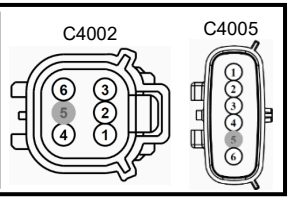
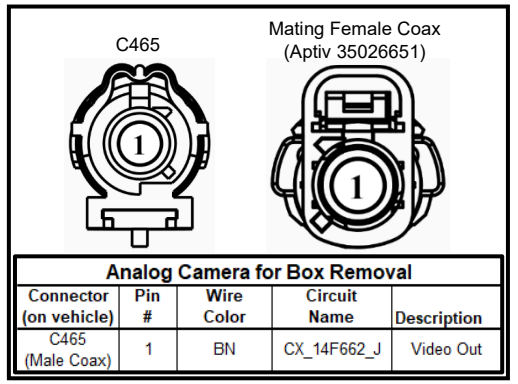


Figure 14 – Analog Rear View Camera Circuits and Pinouts



Analog Camera for Box Removal				
Connector (on vehicle)	Pin #	Wire Color	Circuit Name	Description
C465 (Male Coax)	1	BN	CX_14F662_J	Video Out

Figure 15 – Digital Rear View Camera Circuit and Pinout

Figure 16 – Tailgate Delete Cap Kit

Appendix A – FDRS Pickup Bed Configuration Application

This application will be used to reconfigure rear lighting circuits to the factory Pickup Box Delete settings and deactivate applicable ADAS and Power Tailgate features, if equipped.

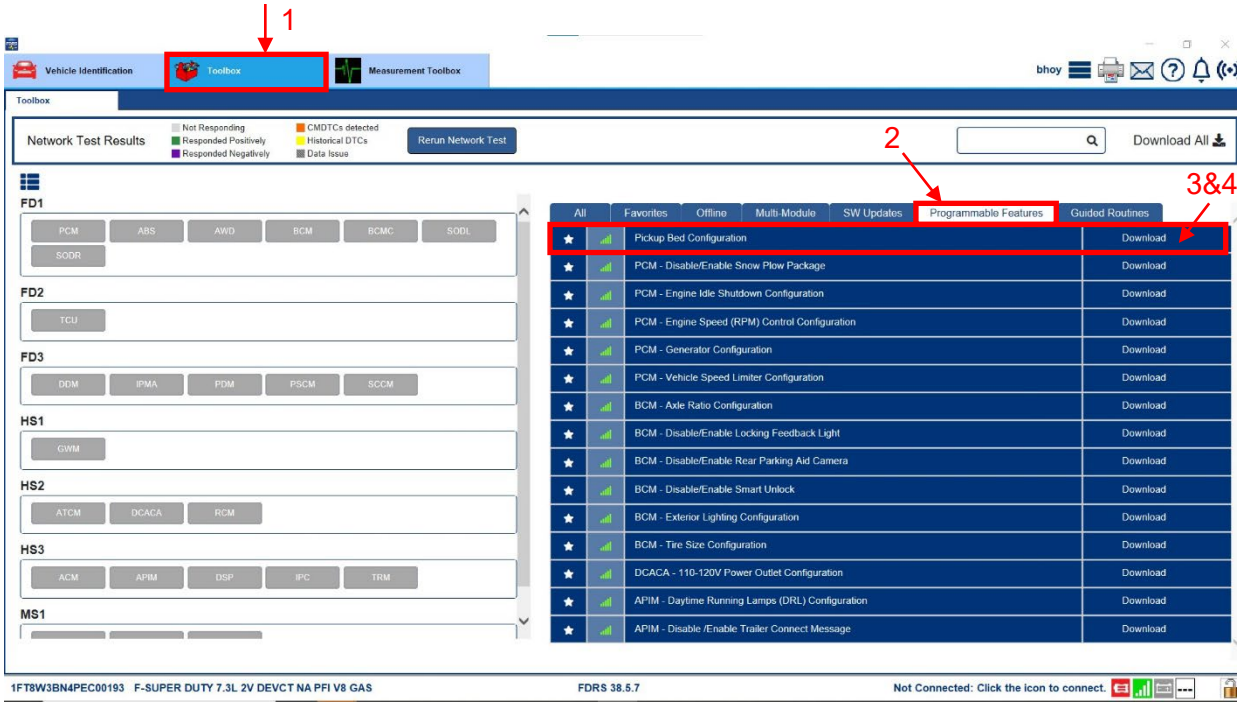
Open the Ford FDRS tool and connect to the vehicle being altered, then:

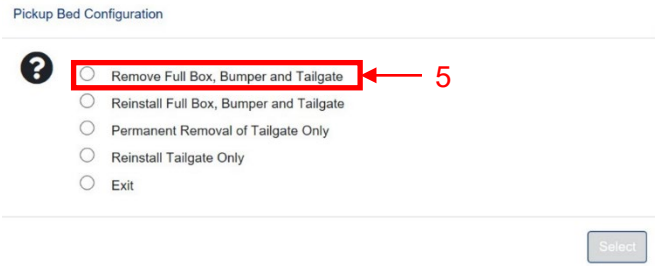
1. Select “Toolbox”
2. Select “Programmable Features”
3. Download the latest version of “Pickup Bed Configuration”
4. Run “Pickup Bed Configuration”
5. Select “Remove Full Box, Bumper and Tailgate” from the list of options
6. Password: “DSPWR257” (all caps)

The script will decide which features the vehicle has and revise the configuration as appropriate. When done, select “Exit” (at the bottom of the list of options) to exit the app and perform a reset of the applicable modules.

In case the “Remove Full Box, Bumper and Tailgate” script was run in error or does not produce the desired effect, the process can be reversed by running the “Reinstall Full Box, Bumper and Tailgate” option. The password is “257DSPWR” (all caps)

Screen Captures from the FDRS tool are provided below to help visualize the selections.





Appendix B – FDRS Tool Guidance for Additional Lighting Configuration

After running the FDRS Pickup Bed Configuration Application, it may be necessary to make additional lighting configuration changes with FDRS as described in the "Lighting Configuration" section.

Open the Ford FDRS tool and connect to the vehicle being altered, then:

1. Select "Toolbox"
2. Select "Programmable Features"
3. Download the latest version of "BCM – Exterior Lighting Configuration" if necessary
4. Run "BCM – Exterior Lighting Configuration"
5. Password is "FMVSS108" (all caps)

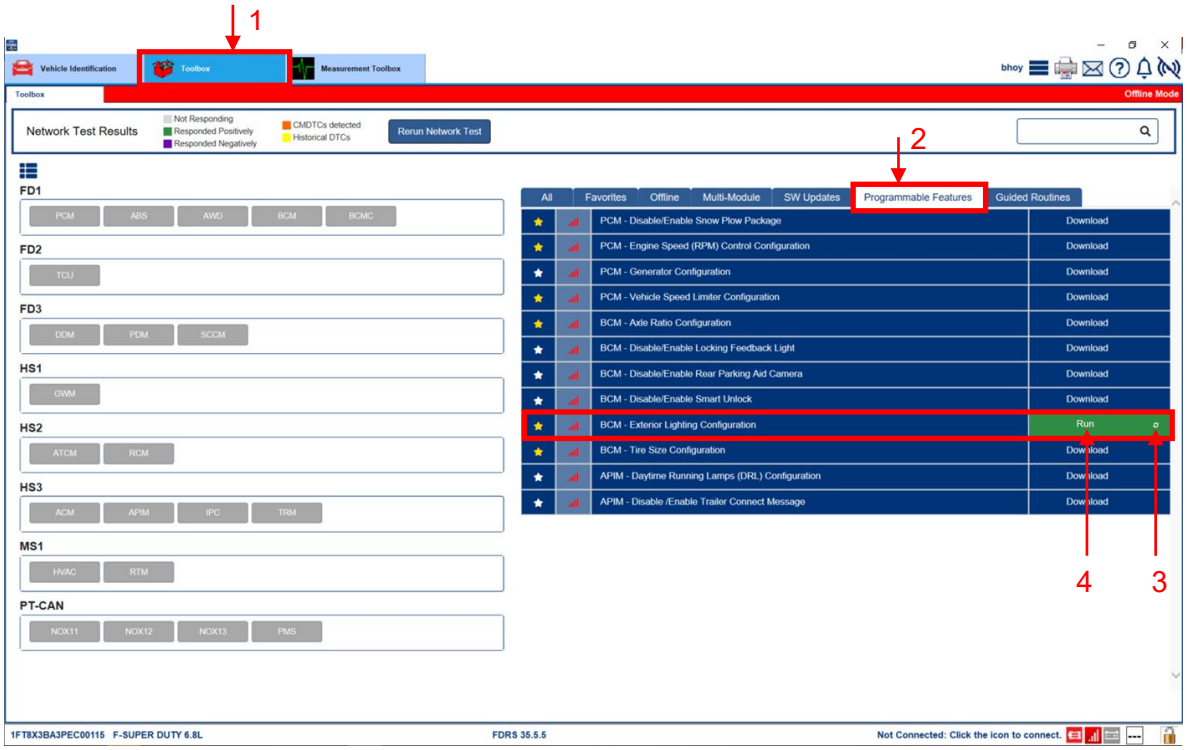
The list of available lighting configuration options will appear. Instructions on selecting the options and settings for the vehicle content level, harness type and lighting configuration are provided below. Only one option can be selected at a time, the order of selecting is not significant. When done, select "Exit" (at the bottom of the list of options) to exit the app and perform a BCM reset.

- When using a Box Delete Taillamp Harness
  - If using LED lamps, deactivate bulb outage on the rear stop and turn circuits
    - Select "Rear_Bulb_Turn_Outage_Cfg" – revise value to "NO_OUTAGE"

- When using a Pickup Taillamp Harness (Low or Mid Series)
  - For Combined Stop/Turn Lamps:
    - Activate the planned stop/turn circuits (CLS78 & CLS79)
      - Select "Flexible_5_Ckt_Usage_Cfg" – revise value to "STOP_TURN"
      - Select "Flexible_6_Ckt_Usage_Cfg" – revise value to "STOP_TURN"
    - Deactivate the unused rear stop/turn circuits (CLS23 & CLS27)
      - Select "LR_Turn_Lamp_Ckt_Usage_Cfg" – revise value to "NOT_USED"
      - Select "RR_Turn_Lamp_Ckt_Usage_Cfg" – revise value to "NOT_USED"
    - If using LED lamps, deactivate bulb outage on the rear stop/turn circuits
      - Select "Rear_Bulb_Turn_Outage_Cfg" – revise value to "NO_OUTAGE"
  - For Separate Stop and Turn Lamps:
    - Reconfigure the rear lighting circuits (CLS51 & CLS53 for stop, CLS78 & CLS79 for turn)
      - Select "LR_Stop_Pos_Lamp_Ckt_Usage_Cfg" – revise value to "STOP_ONLY"
      - Select "RR_Stop_Pos_Lamp_Ckt_Usage_Cfg" – revise value to "STOP_ONLY"
      - Select "Flexible_5_Ckt_Usage_Cfg" – revise value to "TURN_ONLY"
      - Select "Flexible_6_Ckt_Usage_Cfg" – revise value to "TURN_ONLY"
    - Deactivate the unused rear stop/turn circuits (CLS23 & CLS27)
      - Select "LR_Turn_Lamp_Ckt_Usage_Cfg" – revise value to "NOT_USED"
      - Select "RR_Turn_Lamp_Ckt_Usage_Cfg" – revise value to "NOT_USED"
    - If using LED lamps, deactivate bulb outage on rear stop and turn circuits
      - Select "Rear_Bulb_StopPos_Outage_Cfg" – revise value to "NO_OUTAGE"
      - Select "Rear_Bulb_Turn_Outage_Cfg" – revise value to "NO_OUTAGE"

- When using a Custom Harness
  - For Combined Stop/Turn Lamps (CLS23 & CLS27):
    - If using LED lamps, deactivate bulb outage on the rear stop/turn circuits
      - Select "Rear_Bulb_Turn_Outage_Cfg" – revise value to "NO_OUTAGE"
  - For Separate Stop and Turn Lamps:
    - Reconfigure the rear lighting circuits (CLS23 & CLS27 for turn, CLS78 & CLS79 for stop)
      - Select "LR_Turn_Lamp_Ckt_Usage_Cfg" – revise value to "TURN_ONLY"
      - Select "RR_Turn_Lamp_Ckt_Usage_Cfg" – revise value to "TURN_ONLY"
      - Select "Fexible_5_Ckt_Usage_Cfg" – revise value to "STOP_ONLY"
      - Select "Flexible_6_Ckt_Usage_Cfg" – revise value to "STOP_ONLY"
    - If using LED lamps, deactivate bulb outage on rear stop and turn circuits
      - Select "Rear_Bulb_Turn_Outage_Cfg" – revise value to "NO_OUTAGE"

Screen Captures from the FDRS tool are provided on the next page to help visualize the selections.



Available Exterior Lighting Configuration Options in FDRS tool

- OutageTrailer_Cfg
- Front_Bulb_Turn_Outage_Cfg
- Front_LED_Turn_Outage_Cfg
- Rear_LED_Turn_Outage_Cfg CLS54 & 55 — Use to deactivate bulb outage on rear stop/turn circuits (High Series)
- Rear_LED_Turn_Outage_CircuitUsed_Cfg
- HeadlampStyle_Cfg
- LowBeam_Cfg
- LF_High_Beam_Ckt_Usage_Cfg
- RF_High_Beam_Ckt_Usage_Cfg
- LF_Low_Beam_Ckt_Usage_Cfg
- RF_Low_Beam_Ckt_Usage_Cfg
- LF_Turn_Lamp_Ckt_Usage_Cfg
- RF_Turn_Lamp_Ckt_Usage_Cfg
- LR_Stop_Pos_Lamp_Ckt_Usage_Cfg CLS51
- RR_Stop_Pos_Lamp_Ckt_Usage_Cfg CLS53 — Use to reconfigure rear stop/turn (Low & Mid Series) and rear stop (High Series) circuits
- LR_Turn_Lamp_Ckt_Usage_Cfg CLS23
- RR_Turn_Lamp_Ckt_Usage_Cfg CLS27 — Use to reconfigure rear stop/turn (Box Delete) and rear turn (High Series) circuits
- OutageHeadlamps_Cfg
- DRL_OnWithParkLampsOn_Cfg
- LF_RF_PositionLampCkt_Usage_Cfg
- Rear_Bulb_StopPos_Outage_Cfg CLS51 & 53
- Rear_Bulb_Turn_Outage_Cfg CLS23, 27, 78 & 79 — Use to deactivate bulb outage on rear stop/turn circuits (Low & Mid Series)
- Flexible_5_Ckt_Usage_Cfg CLS78
- Flexible_6_Ckt_Usage_Cfg CLS79 — Use to reconfigure rear stop/turn (Low & Mid Series) and power supply (High Series) circuits
- Exit

Rear Exterior Lighting Configuration Options	Default Values by Pickup Level	
	Low/Mid	High
Rear_LED_Turn_Outage_Cfg	NO_OUTAGE	OUTAGE
LR_Stop_Pos_Lamp_Ckt_Usage_Cfg	STOP_TURN	STOP ONLY
RR_Stop_Pos_Lamp_Ckt_Usage_Cfg	STOP_TURN	STOP_ONLY
LR_Turn_Lamp_Ckt_Usage_Cfg	NOT_USED	TURN_ONLY
RR_Turn_Lamp_Ckt_Usage_Cfg	NOT_USED	TURN_ONLY
Rear_Bulb_StopPos_Outage_Cfg	OUTAGE	NO_OUTAGE
Rear_Bulb_Turn_Outage_Cfg	OUTAGE	NO_OUTAGE
Fexible_5_Ckt_Usage_Cfg	STOP_TURN	POWER_SUPPLY
Flexible_6_Ckt_Usage_Cfg	STOP_TURN	NOT_USED

Appendix C – Information for Reversal of Pickup Box Removal

The content level definitions below are similar to those used for the Box Removal process, however more refinement is required for Mid series vehicles to manage the different Tailgate content available (Manual Tailgate, Power Tailgate Release and Power Tailgate). These are applicable to 2026MY only:

- Low Series – Vehicles without rear facing Advanced Driver Assist Systems (ADAS), with Halogen Taillamps and Analog Rear View Camera.
  - XL and XLT WITHOUT these options:
    - 17P - XLT Premium Package
    - 874 - 360 Degree Camera Package
- Mid A Series - Vehicles with rear facing ADAS, Halogen Taillamps (LED Reverse), Digital Rear View Camera and Manual Tailgate
  - XL and XLT WITH: 874 - 360 Degree Camera Package
- Mid B Series - Vehicles with rear facing ADAS, Halogen Taillamps (LED Reverse), Digital Rear View Camera and Power Release Tailgate
  - XLT WITH 17P - XLT Premium Package
  - Lariat
- Mid C Series - Vehicles with rear facing ADAS, Halogen Taillamps (LED Reverse), Digital Rear View Camera and Power Tailgate
  - King Ranch
- High Series - Vehicles with rear facing ADAS, LED Taillamps, Digital Rear View Camera and Power Tailgate
  - Platinum and Limited

For this guidance, the Pickup Box is assumed to be unmodified and come complete from a single vehicle including the Taillamps, Wiring and Tailgate with Rear View Camera. The table below shows the compatible combinations of Vehicle, Pickup Box and Bumper content, all must be from the same model year.

Vehicle Content	Pickup Box Content	Bumper Content
Low	Low	All
Mid A	Mid A	M/H
Mid B	Mid B	M/H
Mid C	Mid C	M/H
High	High	M/H

Notes:

- Beyond the defined content level, it may also be important to consider the optional features listed below when matching a Vehicle and Pickup Box. The feature content needs to be present on BOTH the Vehicle and Pickup Box for the feature to be fully functional.
  - Pro Power Onboard (optional on XL, XLT and Lariat, Standard on King Ranch and above). May require additional configuration with FDRS tool if there is a mismatch, see “Process” section below
  - LED Box Lighting (optional on XL & XLT, Standard on Lariat and above)
  - 5th Wheel/Gooseneck Hitch Prep Pack (Optional on XL, XLT, King Ranch and Platinum, Standard on Limited)
- If the structural bumper mounting brackets were trimmed, or the secondary bumper support brackets removed as allowed in the Pickup Box Removal BBLB, the bumper mounting brackets will need to be replaced and/or the secondary support brackets added before attaching a Pickup Bumper.

Identification of Vehicle Content

Refer to the vehicle’s original window sticker for the model year and trim and option information and cross reference it with the definitions of vehicle content above. If you do not have the original window sticker, a digital copy can be accessed through the Ford Professional Technician System (PTS) (subscription required) or with the help of your local dealer.

Identification of Pickup Box Content

If you know the VIN of the donor vehicle, the Pickup Box model year and content can be determined in the same way as described above for Vehicle content. It is also possible to determine the Pickup Box content level by inspecting the Taillamps and Tailgate and comparing to the combinations shown in the table below.

Box Level	Lamps	Tailgate
Low	Low	Manual
Mid A	Mid	Manual
Mid B	Mid	Power Release
Mid C	Mid	Power Operation
High	High	Power Operation

The Taillamp level can be determined though visual inspection, see below.

Pickup Taillamp Levels

The Tailgate level can be determined by visual inspection, see below.

- A Manual Tailgate has a physical release handle

- A Power Release Tailgate has an electric switch for tailgate release, but no tailgate applique.

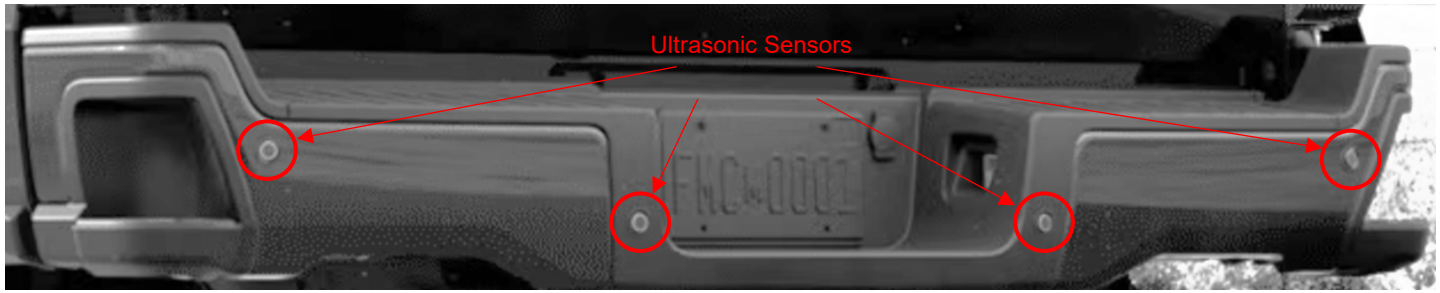
- Power Tailgate is identifiable by the tailgate applique.

Optional pickup box content can be determined by visual inspection, see below.

- Pro Power Onboard – Pickup Box will have a duplex outlet in the passenger side rear
- LED Box Lighting – Pickup Box will have a lamp on each side of the box at the rear
- 5th Wheel/Gooseneck Hitch Prep Pack – Pickup Box will have trailer tow wiring outlet on the driver side

Identification of Bumper Content

The Bumper level can be determined by visual inspection – Mid/High bumpers have 4 Ultrasonic Sensors, see below. Low series bumpers do not have those features.



Reversal of Pickup Box Removal Process:

- Remove the Second Unit Body and other associated equipment
- Install the Pickup Box and Bumper and connect all wiring harnesses following appropriate service procedures, which are available by subscription via the Motorcraft website: www.motorcraftservice.com
- Reconfigure the vehicle as a pickup (to the factory settings):
  - Open the Ford FDRS tool, then select “Toolbox”
  - Select “Programmable Features”
  - Download the latest version of “Pickup Bed Configuration” if necessary
  - Run “Pickup Bed Configuration”
  - Select “Reinstall Full Box, Bumper and Tailgate” from the list of available options
  - Password: “257DSPWR” (all caps)
  - See Appendix A for Screen Captures from FDRS to help visualize the selections required
  - If the Vehicle has the Pro Power Onboard feature and the Pickup Box does not:
    - Open the Ford FDRS tool, then select “Toolbox”
    - Select “Programmable Features”
    - Download the latest version of “DCACA – 1102-120V Power Outlet Configuration” if necessary
    - Run “DCACA – 1102-120V Power Outlet Configuration”
    - Select “Absent” from options
    - The unused connectors must be capped, see the “Pro Power Onboard” section for details.

Note: Mid and High Series Vehicles – If the taillamps, digital rear view camera or bumper mounted ultrasonic sensors are not originally from the pickup they are being reinstalled on, the new vehicle VIN must be encoded in those components. This is done with an FDRS tool following the established service procedures, which are available by subscription via the Motorcraft website: www.motorcraftservice.com

Once installation and reconfiguration are complete, check the vehicle for proper function and Diagnostic Trouble Codes (DTCs). If not functioning as expected or DTCs are present, follow the applicable service procedures to resolve. There may be a popup warning and/or telltale illuminated in the instrument cluster (regarding Lane Departure Warning or Pre-Collision Assist, as examples) that should turn off after the vehicle is driven and the system re-calibrates.